

January 21, 2016

TRANSPORTATION COMMITTEE REPORT

A Transportation Committee meeting was held on Thursday, January 21, 2016, at 6:00 p.m. at the Benton County Administration Building, Quorum Court Meeting Room, 215 East Central, Bentonville, Arkansas.

Committee Members Present: Adams, Anglin, K. Harrison, Slinkard, Meyers, Moore

Others Present: JPs Easley, Sandlin, Leadabrand, County Judge Bob Clinard, Comptroller Brenda Guenther, Administrator of Public Services Jeff Clark, Travis Rapp with Great River Engineering

Media: Tom Sissom – Northwest Arkansas Democrat-Gazette

Transportation Committee chair JP Adams called the meeting to order at 6:01 p.m.

JP Adams announced that item number four “Discussion: Amending Benton Code of Ordinances Sec. 58-65-Blacktopping” would be struck from the agenda.

Public Comments

Steven Romig of Bozarth Cemetery Road, asked what the plans are for Bloomfield North in Gentry. He stated that it is supposed to be on the 2017 list and he wants to make sure it is on there.

JP Adams stated that the Road Department would address that later in the meeting when they give their presentation.

War Eagle Bridge Phase II – Great River Engineering

County Judge Bob Clinard stated that Great River Engineering (GRE) has given their initial report and he agrees with all of it. He believes they need to go forward and have them design the bridge to a rehabilitation state yet to be determined. He is going to ask them for a base design, which will consist of the minimum required reasonable upgrades to the bridge. He stated that all of the options are going to include painting as this was not originally considered. That design will take them to a minimum of a seven or eight ton estimated loading. They will also create two alternate designs, which will add additional reinforcing and construction. One option will upgrade it to ten tons and another will upgrade it to fifteen tons. This is so that, when they get bids, the Quorum Court will have some options. GRE’s initial proposal allowed for a second phase rate not to exceed \$77,000. Judge Clinard asked them for a five-month accelerated schedule (their current schedule allows for

twelve months). He presented an email that he received from Jason Sivils at Great River Engineering from the dashboard. This email states that they can do it in ten months for the original contract price of \$77,370. For \$90,000, it can be done with a seven-month turnaround and, if they want a five-month turnaround, it will be a \$22,130 increase over the original quote for a total of \$99,500. If they get it done in seven months that will put it at September 2016. Once it is bid, work can start and most of it could potentially be finished by the War Eagle spring event in May 2017. He said the only way the court will be able to decide is to get bids. Then they will get firm numbers and a timeframe.

JP Meyers asked if all of three of these plans would keep the historic view of the bridge.

Judge Clinard said yes, to the best of his knowledge. He noted that Travis Rapp from Great River Engineering was in the audience shaking his head “yes.”

JP K. Harrison stated that they need to make sure that they have a good inspection process after construction.

Judge Clinard stated that it will still be on the bridge report and the state will still be inspecting it. It will have a one-year warranty, as well. He said that the grant is quasi-approved; no contract has been signed but it has been confirmed verbally and in an email. So whatever bids they get, it will be \$500,000 less plus the amounts of any other grants they may be able to secure.

A short discussion was held on what would be the best timeframe for construction on the bridge.

JP K. Harrison made a motion to approve the seven-month turnaround time and forward it to the February 4, 2016 Finance Committee agenda, seconded by JP Anglin.

Motion passed by unanimous show of hands vote.

Public Comments

None.

Road Improvement Plan: 2015 Review & Plan for 2016, 2017

Administrator of Public Services Jeff Clark said that Bloomfield North is scheduled to be paved in 2017 as well as the connecting road of Bozarth Cemetery. This road is also part of their flood damage. He then gave an update of the flood damage repairs. He reported that they met with FEMA and they went to the damage sites. Right now they have approximately 360 sites that have been affected. FEMA felt that they were pretty conservative on their numbers and they approved the \$1.9 million in damages. He gave an update on how they are dealing with the current weather conditions; he stated that they have been running since Sunday night on 24-hour shifts. He reported that they have not had a lot of ice, but they have had enough ice so that they are about \$100,000 into this; they are running about \$21,000 per day for material and labor.

JP Meyers asked if the \$1.9 million is strictly for the rural areas.

Jeff Clark said that this is correct; no cities are included. That is just for the damage in the county.

JP Adams stated that they will be approved for state aid but asked if there will be additional federal money if the President declares it a disaster.

Jeff Clark said that they need to be at \$4 million to get a Presidential disaster declaration and, since they are already at about the \$1.9 million mark, they think they will get to the required amount to get a Presidential disaster declaration. He then gave an update on how they develop the road plans. He explained that if they have a call volume coming in from a specific area, they go out and look at that area and see if they can allocate funds to that area. He stated that they have to cover the county as a whole and they try to be as fair as possible.

JP K. Harrison asked about the flood damage, if they count mitigation where an engineer may need to be brought in to see what they can do to prevent damage in the future, and if they will cover a percentage of the cost of the engineering.

Jeff Clark said he cannot answer that yet but he is optimistic that they will reimburse some of the cost.

JP Leadabrand asked if there is a particular document that describes what the road work will entail.

Jeff Clark said that the residents on these roads will be getting letters in the mail to try and requisition the necessary right-of-ways. He then presented the 2016 Road Improvement Plan from the dashboard. He said that they had to take into consideration Herbaugh, Gamble, Keller and Seba roads in Centerton because of the new high school, so they had to change some things around from what was originally proposed last year. He reported that, in the Cave Springs area, they have just finished the bridge on Colonel Meyers. They have talked to the state and are going to get some state aid. They would like to tie it into Highway 264 and make a major cut-through there. They are going to cross over Wager and go down Robbins, tie it into the asphalt on the other end and utilize the new bridge.

JP Adams asked if that is where the new bypass is going in.

Jeff Clark said it is about a mile and a half from there and will work in conjunction to the new bypass. He continued by reading the 2016 road list. In the Cave Springs area: Colonel Meyers Road, Farrar Road, Robbins Road, Mill Damn Road, and Wager Road. In the Centerton area: Peterson Road, Bredehoeft Road (West and East), Burgin Valley Road, Herbaugh Road, and Keller Road. Coppermine Lodge Area: Coppermine Road, Shaddox Mountain Road, Shaddox Hollow Cut, Shaddox Hollow Lane, Shaddox Mountain Drive, and Admiral Nimitz Drive. In the Lost Bridge area: Maple Drive, Pine Log Road, Post Ranch Road, and Ventris Road. In the Pea Ridge area: Sugar Creek Road (the section between Highway 72 and Highway 94, they are trying to get right-of-way requisitions on it), Hardie Road, Miser Road, Harris Road, Guthrie Road, Perry Road, Old Liberty/Pratt Road, Dennis Mitchell Road, Wimpy Jones Road, Taylor Barnett Road, Cow Face Road, Phillips Road, Accident Road, and Ervin McGarrah Road.

JP Anglin asked about Patton Road.

Jeff Clark stated that Patton Road was on the 2015 road plan and it has been moved to the top of the list for 2016, as soon as the roads are done for the new high school. Both Patton Road and Guthrie Road have been moved to the 2016 plan and will be taken care of.

JP Moore asked about Fisher Ford Road.

Jeff Clark stated that it is on the 2017 plan because they are going to do Saw Mill Road and Kings Road also and they want to do that area all at the same time.

JP Anglin asked if any of these roads are on the Beaver Lake Water District list of problem roads.

Jeff Clark stated that they are not. He then presented the preliminary 2017 Road Improvement Plan. He said they are looking at around 51 miles in 2017. He explained how they determine the number of miles that they can do per year.

JP Adams asked if everything is now passable from the flood damage.

Jeff Clark said yes. He reported that Stagecoach Bridge will be complete on May 27, 2016, however, the contractors think they will be done sooner than that. On January 25, 2016, the Corinth project will kick-off to be completed right around June 03, 2016. They are also working in conjunction with the state on the Wildcat Bridge. It may be the end of this year or the start of 2017 when it gets started.

JP Moore asked about Osage Bridge.

Jeff Clark said they look at it on a regular basis. They are going to apply for some state aid and try to get it fixed, after the Wildcat bridge project is done. They cannot have two state projects going at the same time.

JP Anglin asked if there is a process, when having a flood event, to know which roads are closed and when they re-open. Discussion was held about how the public is currently notified in the event of a disaster and how that process might be improved in the future.

JP Meyers asked about Old Wire Road on the 2017 plan, if that is from Lowell City to Frisco Cemetery, and if it is the existing paved road.

Jeff Clark stated that it is down to the gravel section of that road. He said that they have been working with the Cherokee Nation to develop a plan for it. That section of road is a very historic area; it is very important to the Trail of Tears. When they get into mid-term, they will have a good game plan in mind.

JP Meyers said there are 3.5 miles of asphalt and he asked if that will be it for 2017.

Jeff Clark said that is only for new construction. He said it may go up to ten miles but 3.5 miles is the preliminary figure. He then read the roads for 2017. In the Monte Ne area: Bonnabel Road, Bordeaux Road, La Faye Drive, Gentilly Road, Oklahoma Drive, Sunset Drive, El Montano Road, Canal Street, Delarande Drive, Summit Drive, Necessary Road, El Camino Road, and Ro Lynn Drive. In the Gravette and Decatur area: Beaty Road, Falling Springs Road, Stage Coach Road, and Stateline. In the Gentry and Siloam area: Fullerton Drive, Bill Young Road, North Bloomfield Road, Hendrix Road, Bozarth Cemetery Road, King Road, Sawmill Road, and Fisher Ford. In the Rogers, Lowell and Bentonville area: Old Wire, Galyean Stables, Summer Shade Road, Panorama Road, Beaver Shoes Road, Key Road, Morning Star, and Timberlake Trail. In the Avoca, Pea Ridge and Garfield area: Smith Ridge, Woods Lodge Road, Sugar Creek, and Posy Mountain Drive.

JP Meyers asked if they ever formally approved the 2016 plan.

Jeff Clark said it has never been formally approved, even though it is already in the 2016 budget.

JP Meyers made a motion to approve the 2016 Road Improvement Plan and forward it to the February 09, 2016 Committee of the Whole agenda, seconded by JP K. Harrison.

Motion passed by unanimous show of hands vote.

Public Comments

None.

JP K. Harrison made a motion to adjourn, duly seconded.

JP Adams declared the meeting adjourned at 6:52 p.m.